

2.14 Population and Housing

	Potentially Significant Impact	Less-than-Significant with Mitigation	Less-than-Significant Impact	No Impact
Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

2.14.1 Environmental Setting

2.14.1.1 Existing Conditions

There are no residents or residential units within the Project area. The closest residential units are located on Peralta Street, between 18th and 20th Streets. This is approximately 320 feet south of the proposed Class II bike lanes on 20th Street and 940 feet south of the proposed Class I portion of the Link on West Grand Avenue. In addition, there are some residences in the vicinity of 17th Street, between Mandela Parkway and Willow Street. Peralta Studios, a live/work warehouse space, is located at the southwest corner of West Grand Avenue/Mandela Parkway. The nearest Mixed-Use (Residential/Commercial) land use is located northeast of the Project area at 28th Street, between Mandela Parkway and Ettie Street.

According to recent U.S. Census Bureau data, the city of Oakland has a population of 433,031 (as of July 1, 2019) (U.S. Census Bureau 2020). By 2025, according to ABAG’s *Projections 2040*, the city’s population is expected to grow to 516,855, an increase of approximately 19 percent (ABAG 2018). According to recent California Department of Finance data, there are approximately 175,457 housing units in Oakland (as of January 1, 2020). Of the total housing units, approximately 93.6 percent (164,296 units) are occupied and the city has a vacant rate of 6.4 (California Department of Finance 2020).

The Association of Bay Area Government’s Regional Housing Need Plan for the San Francisco Bay Area, 2015–2023, states that Oakland must add a total of 14,765 new housing units between 2015 and 2023 (ABAG 2013). **Table 2.14-1** shows the number of new housing units needed per income group.

Table 2.14-1. Regional Housing Need Allocation for Oakland, Alameda County, 2015–2023, by Income Level

Very Low*	Low*	Moderate*	Above Moderate*	Total
2,059	2,075	2,815	7,816	14,765

Source: Association of Bay Area Governments 2013.

Note: Income levels

Very Low	=	Up to 50% of area median income
Low	=	Between 51 and 80% of area median income
Moderate	=	Between 81% and 120% of area median income
Above Moderate	=	Above 120% of area median income

2.14.1.2 Regulatory Setting

Federal and State

There are no federal or State laws or regulations that pertain to recreational resources.

Regional and Local

The City of Oakland adopted Housing Element 2015–2023 on December 9, 2014 (City of Oakland 2014). The current Housing Element contains the following goals relevant to the Project.

- **Goal 1:** Provide Adequate Sites Suitable for Housing for All Income Groups
- **Goal 4:** Conserve and Improve Older Housing and Neighborhoods
- **Goal 5:** Preserve Affordable Rental Housing
- **Goal 7:** Promote Sustainable Development and Sustainable Communities

2.14.2 Discussion of Potential Impacts

- a. **The Project would have a less-than-significant impact regarding the induction of substantial unplanned population growth in the area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads of other infrastructure).**

The Project would not induce population growth either directly by proposing new residential units or businesses or indirectly by extending roads or infrastructure. Although the Project would construct Class I and Class II bicycle paths, these would pass through a developed, urban environment and therefore would not lead indirectly to the construction of new homes or business that would induce population growth. The impact would be less than significant.

- b. **The Project would have no impact regarding the displacement of substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.**

The Project would construct Class I and Class II bicycle lanes. It would not require the removal of any housing and thus would not result in any displacement of housing or people. There would be no impact.

2.14.3 Mitigation Measures

No mitigation measures are required.